The Bulletins are published weekly throughout the school year (thirty issues) to aid teachers and students in keeping abreast of geography behind current news events.

GEOGRAPHIC SCHOOL BULLETINS

of

The National Geographic Society

WASHINGTON 6, D. C.

The National Geographic Society is a non-profit educational and scientific Society established for the increase of geographic knowledge and its popular diffusion.

VOLUME XXIX

March 12, 1951

NUMBER 22

1. Schools Come to Farthest Eskimoland
2. Morocco Becomes "Gibraltar of the Air"
3. U.S.S. Tarawa Honors Marines' Grimmest Battle
4. Birds Flying Home to Resume Insect Control
5. Bosnia Again Yugoslavia's Defense Bastion

A BEAR CUB IS A HOME-GROWN TOY FOR THIS SMALL ESKIMO

Hood, boots, and mittens of fur are products of home handicraft in this Arctic land where school has a hard time catching up with its pupils, the wandering Eskimos (Bulletin No. 1). The flowered fabric of her coat shows the influence of lands to the south with their textile mills. And Canada's new Eskimo schools, making education possible for many nomadic families, bring other fruits of civilization into their hardy and difficult existence. As only an adult bear is dangerous, there seems to be no explanation for this child's worried expression.

DONALD B. MARSH

Bulletin No. 1, March 12, 1951

Schools Come to Farthest Eskimoland

ESKIMO children, like youngsters anywhere, have mixed reactions to school, according to reports from Ottawa. Some like it and some don't.

In the past four years, the Canadian government has set up, in the far north, six schools for nomadic Eskimos who previously had never seen a classroom. Reports trickling back to the Canadian capital indicate that education along the Arctic Circle is beset with many of the same problems that teachers face everywhere: overindulgent parents, scanty facilities, and both indifferent and overzealous pupils.

Attendance Not Compulsory

The six-school system takes into consideration the roving character of the Eskimos, who move about in a pattern determined by the wild life on which they depend. Eskimo children cannot follow a fixed school term and cannot observe strict school hours. Yet Canada feels that they should be taught to write, read and speak English; to do simple arithmetic; to keep healthy; to appreciate the need for conservation of their wildlife resources, and to understand the nature of the world as a whole.

One teacher reported that since attendance is not compulsory "it is difficult to do much with parents who are not willing to listen to persuasion. In most cases it is not that the parent does not wish the child to go to school, but that they are reluctant to force the child. If the child wishes to stay up all night and sleep all day, he is allowed to do so. Most parents cooperate, and older children will listen to reason, but there are always exceptions."

Meanwhile, from another school came quite a different report. After the term had officially ended on Friday, June 30, the children all returned to school the following Monday, saying they did not want holidays. "So, of course, I let them in," the teacher wrote, "and I have been holding school ever since."

Schools on Islands and Mainland

In 1947 the first government school for Eskimos was opened at Port Brabant (Tuktoyaktuk), in the Mackenzie delta region. Remodeled from the old Anglican Mission School building, the classroom is about 40 feet by 18 feet. It contains four low tables with benches on both sides. The children of each grade sit informally around their own table. There is ample blackboard space all around the room.

Prefabricated schools were constructed in 1949 and 1950 at Fort Chimo, on Ungava Bay in northern Quebec; at Coral Harbour, on Southampton Island; at Cape Dorset, on Baffin Island; and at Coppermine, on the mainland far to the west. The sixth location is Port Harrison (illustration, next page), on the east shore of Hudson Bay, where a building of the health center is used. Some Eskimo children also attend a government school at Aklavik, near the mouth of the Mackenzie River.

In four of the schools the wives of the teachers operate health centers.

ENTERED AS SECOND CLASS MATTER APRIL 27, 1943, POST OFFICE, WASHINGTON, D. C., UNDER ACT OF MARCH 3, 1879.
COPYRIGHT, 1951, BY THE NATIONAL GEOGRAPHIC SOCIETY. INTERNATIONAL COPYRIGHT SECURED. ALL RIGHTS RESERVED.
SUBSCRIPTION TWENTY-FIVE CENTS FOR THIRTY WEEKLY ISSUES DURING THE SCHOOL YEAR. IN CANADA, FIFTY CENTS.

UMI

GILBERT GROSVENOR

THE OLD STONE BRIDGE OVER THE OUM ER RHBIA AT KHENIFRA, MOROCCO (Bulletin No. 2), LEADS WHITE-ROBED BERBERS TOWARD A MEDIEVAL STRONGHOLD

The old palace-fortress was built centuries ago by Berber sultans. During World War I it was the scene of bitter fighting between French legionnaires and native tribesmen. Today the old fortress is crumbling to ruins and villagers go peacefully about their business in the shadow of its crenelated walls.

Morocco Becomes "Gibraltar of the Air"

GUARDING the ocean door to the Mediterranean, and within an airman's reach of three continents, is a new United States outpost for the defense of western Europe—Morocco, the French protectorate at Africa's northwest shoulder.

Under the French-American agreement just announced, the United States Air Force will modernize and help man five French air bases in Morocco. This will create a potential Gibraltar for sky power, 15 minutes or less by jet plane south of Britain's rocky fortress on the Strait of Gibraltar. Air Force engineers already are arriving at Africa's northwest gate, where GI's splashed ashore on November 8, 1942, for the historic first round with forces of the Rome-Berlin Axis.

"Land of the Farthest West"

On this flat coastal plain along the Atlantic—ideal for mile-long runways—is a north African garden, or "tell," walled off from the burning Sahara by three ranges of the Atlas Mountains. Morocco's palaces, minarets, and ghettos mark a way of life virtually unchanged for more than a thousand years (illustration, next page). American airmen assigned there will step into a land whose past was filled with piracy and imperial plunder, Islam conquest and Roman ruin.

To many Americans who flew and fought against the Axis, the names of the five joint bases will be familiar: Marrakech, Casablanca, Rabat-Salé, Port Lyautey, and Meknès. Forming a 310-mile arc like an epaulet on Africa's left shoulder, the cities mirror the history of Maghreb el Aqsa — "land of the farthest west," as it was known to the ancient Arabs.

Marrakech, southern anchor of the arc, was once the citadel of mighty Moorish armies which marched across Spain and into France. Rebuilt five times in its turbulent history, the city abounds with the atmosphere of old Morocco. Negroes and Arabs from beyond the mountain walls, Berber warriors, and tillers of feudal farms jam a central market square measured in acres. Camel tenders, snake charmers, acrobats, dancers, musicians, and native storytellers contribute to a constant bedlam.

Rabat Is Seat of Sultan

A railroad and an excellent military highway strike north across the fertile tableland to Casablanca and the sea. "White House" of the Moors (Dar Beida), Casablanca is French Morocco's largest city, its best port. In 1907 French naval guns, avenging the murder of European workmen by a Mohammedan mob, leveled Casablanca, brought the sultan to his knees, and French power into the land. The French have governed Morocco ever since. The French Foreign Legion was formed primarily to keep Morocco's fierce tribes in line (illustration, inside cover).

Rabat, some 60 miles northeast of Casablanca, is the seat of the French Resident General and home of Morocco's nominal sovereign, Sultan Sidi Mohammed V. Across the turbulent Bou Regreg River is the sister city

UMI

The teacher himself must organize activities which encourage a sense of community life. His welfare work takes him from the classroom into native homes where he must attempt to encourage healthy living, handicraft, recreational sports, and adult education. Older Eskimos do not show any great desire to learn English.

To make education attractive to the youngsters, different techniques are employed, probably the most effective being the film strip used as background for a lecture. A set of strips was created especially for Eskimo schools. It deals with "The Eskimos and their Fellow Canadians," "Conservation of the Caribou," "Food for Eskimos," and "Dogs."

At Fort Chimo there is a small domestic science room and one large classroom which can seat about 50 pupils. The school workshop is busy both night and day, and a number of komatiks, or sledges, have been made. The Eskimos in the Coppermine region are almost entirely nomadic. To make the school completely successful, it may become necessary to provide rooms where children may stay when not roaming with their parents.

NOTE: Areas where Eskimo schools have been established may be located on the National Geographic Society's map of Canada, Alaska & Greenland. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

See also, "Milestones in My Arctic Journeys," "Nomads of the North," and "Quebec's Forests, Farms, and Frontiers," in the *National Geographic Magazine* for October 1949; "Canada's Caribou Eskimos," January, 1947; "America Stands Guard in Greenland," October, 1946; "Servicing Arctic Airbases," May, 1946*; "Our Search for the Lost Aviators," August, 1938*; and "Canada's Awakening North," June, 1936. *(Issues marked with an asterisk are included on a special list of Magazines available in packets of ten for $1.00; issues unmarked are 50¢ a copy.)*

RICHARD HARRINGTON

ESKIMOS SELL FOX FURS TO THE HUDSON'S BAY COMPANY FACTOR AT PORT HARRISON, QUEBEC

Bulletin No. 3, March 12, 1951

U.S.S. Tarawa Honors Marines' Grimmest Battle

A RHYME from the Brooklyn naval shipyard will soon flash along the grapevine of the Fleet, around the world to Marines fighting in Korea: "The Mighty T has gone to sea."

To "leathernecks" with the slugging Eighth Army and to Marine pilots winging over the Yellow Sea, the message will recall a valiant chapter of America's history written in blood on Tarawa, a tiny strip of coral sand in the vast Pacific.

Fliers Named It "Pork Chop"

The "Mighty T" is an aircraft carrier's nickname, fond title of her first crew. She is a seagoing titan now called back to active duty from her peacetime "mothball" hibernation. On the register of Navy ships she is listed prosaically as CV-40, but her official name, a proud memorial to a proud hour of the United States Marines, is *U.S.S. Tarawa.*

Tarawa atoll in mid-Pacific is a coral outcrop of the Gilbert Islands which became a British protectorate in 1892. In 1915, at the request of the native governments, it joined the Ellice Islands to become a British Colony. American fliers nicknamed Tarawa "Pork Chop" because of its outline. On its coral beaches and among the shattered trunks of its coconut palms, nearly 6,000 men lost their lives in 76 terrible hours, from November 20 to 24, in 1943.

Japanese troops seized Tarawa soon after the attack on Pearl Harbor. They spent a year fortifying the strategic fragment. With eight-inch defense guns from captured Singapore, blockhouses of concrete and steel five feet thick, pillboxes (built of green coconut logs, coral blocks, more coconut logs, and sometimes 10 to 15 feet of sand as a topping), they made the atoll seemingly unconquerable.

A treacherous barrier reef more than 500 yards off shore stopped all assault landing craft except amphibious tractors. For two days, wave upon wave of dogged leathernecks splashed and floundered across shallows strewn with barbed wire, down fire lanes swept by enemy machine guns that could not be silenced.

Tarawa Conquest Led to Fall of Micronesia

To take Beach Red and Betio, the tiny island behind it—an area no larger than New York's Central Park—the Marines paid with 990 dead and 2,311 wounded, more casualties in those few hours than ever before in the history of the corps. The Japanese lost 4,836 men, all but 146 of whom were killed.

The conquest of Tarawa and the neighboring atoll, Makin, was the key which unlocked the Gilberts, eastern anchor of Micronesia. This chain of island groups sweeps 2,000 miles across the central Pacific from just west of the International Date Line to the threshold of the Philippines. To commemorate that battle, which the Marines called their "blood baptism" in learning the technique of amphibious assault, the Navy gave to one of its largest new carriers the name Tarawa.

Commissioned on December 8, 1945, the Mighty T was born too late

UMI

of Salé, once the stronghold of pirates who scourged Christendom's coasts from the Mediterranean to Britain's Cornwall.

Port Lyautey, northeast of Salé on the ocean highway, has had a United States naval air station since World War II. Inland along the trans-African railroad stands fabulous Meknès, ancient Berber capital. It was there that the fantastic Sultan Mulai Ismail ("The Bloodthirsty") built a palace for his 2,000 wives and 800 children, stables three miles long for his 12,000 horses, lion dens where slaves were thrown, great walls in which Christian captives were buried.

Until 1492, the year Columbus sailed west and the Moors at Granada were conquered, Morocco was popularly but erroneously referred to as "the farthest west." There, according to ancient belief, stood Atlas holding the heavens on his shoulders.

Now American planes from beyond the Atlantic are to fly along those massive mountain shoulders, and the Maghreb again may find itself cast for the role of a bastion between two worlds.

NOTE: Morocco is shown on the Society's map of Africa.

For additional information, see "Americans on the Barbary Coast," in the *National Geographic Magazine* for July, 1943; "Eastward from Gibraltar," January, 1943*; "Fez, Heart of Morocco," June, 1935; and "Across French and Spanish Morocco," March, 1925.

BRANSON DE COU

A LATTICE ROOF THROWS CHECKERED SHADOWS ON SHOPPERS IN THE SOUKS OF FÈS (FEZ)

In the welcome shade, a procession of assorted races shops in the souks. The word means market. It is customary in Fès, as in the Eastern cities the Moroccan metropolis so closely resembles, to group together shops selling the same type of articles. Thus the Souk El Attarine is the Street of the Perfume Sellers. In a small space open to the street, the shopkeeper spreads his wares on walls and floor—silk, embroidery, copper bowls, and leather fashioned into bags, belts, and slippers. Popular headgear is the round red cap named for Fès, the city which once produced it exclusively.

Bulletin No. 4, March 12, 1951

Birds Flying Home to Resume Insect Control

WITH a chirp and a flutter, several million feathered guardians of America's food basket are getting ready to come home to work.

As the farmer sharpens his plow blades for the spring planting, the first corps of insurance agents against crop-devouring insects is winging northward from winter vacation grounds in Central and South America.

Martin and Bobolink Are Winter Resort Neighbors

Deep in southern Brazil the bobolink already is throwing off his brown and buff winter traveling cloak to don a gay summer wedding outfit of black, white, and yellow. In late February and March he may be seen speeding across Caribbean skies, bound for the Mississippi Flyway and his summer home around the Great Lakes.

The purple martin (illustration, next page), who vacations near the bobolink, is another bird who returns early from South America. He often appears in Florida late in January.

Other birds who push north close on the heels of retreating winter are crows, robins, red-winged blackbirds, and several members of the duck family.

Following this advance guard—and the magic of spring's first warming spell—are hundreds of other bird families. From the tiny ruby-throated hummingbird to the bristle-thighed curlew, they converge north in vibrant waves, from as far south as Patagonia and Antarctica, to nesting ranges throughout the United States and Canada, even up to the bleak regions crossed by the Arctic Circle.

Without compass, chart, or other mechanical aid, these voyagers of the trackless blue embark annually on journeys which require the most astonishing feats of accurate navigation.

Birds' Travel Plans Now No Secret

The golden plover, for example, wings south in the fall, traveling day and night—often without stopping—from Nova Scotia to South America. He crosses some 2,400 miles of the Atlantic Ocean on his journey. On his return trip in March, he varies the scenery by following a diagonal flight plan. From the Argentine pampas across South America, the Gulf of Mexico, and North America, he makes a bias line, instead of a bee line, to his nesting grounds in the Arctic tundra.

Until recent times birds have managed to keep their travel itineraries pretty much to themselves. But national and international organizations of people interested in the study of birds have sprung up in great numbers. These "bird watchers" have done much to produce reliable information on the wide-ranging excursions of the feathered commuters.

Migrations, as such, were observed, however, as far back as 3,500 years ago. The Bible records a timely flight of migrating quail that saved the Israelites from starvation in the wilderness of the Sinai peninsula. Later, the Greek naturalist and philosopher, Aristotle, set down some accurate

UMI

to fight in World War II. She took part in training maneuvers off both the Atlantic and Pacific coasts and made a goodwill circuit of the world before she was put into mothballs in 1949.

So huge is the *Tarawa* that she can squeeze through the Miraflores Locks of the Panama Canal with only a few inches to spare. The 885-foot-long flattop is one of the newest of 24 Essex-class carriers. She is second in size only to the giant class which includes the *Midway*, *Coral Sea*, and *Franklin D. Roosevelt*. Her turbines deliver the surging power of 150,000 horses to four propeller shafts. Her top speed is better than 30 knots. As originally designed, the *Tarawa* carried 96 planes, 126 guns, and some 2,500 men.

Now recalled to active service, the *Tarawa* is scheduled to slip past the Statue of Liberty and head for the open sea to join her sister ships of the Fleet.

NOTE: For additional information, see "American Pathfinders in the Pacific," in the *National Geographic Magazine* for May, 1946*; "Gilbert Islands in the Wake of Battle," February, 1945*; "Cruise on an Escort Carrier," November, 1943*; "Saga of the Carrier *Princeton*," August, 1945*; "War Finds Its Way to the Gilbert Islands," January, 1943*; "New Queen of the Seas," July, 1942; and "Hidden Key to the Pacific," June, 1942*.

W. ROBERT MOORE

ONLY A FEW STRAGGLING PALMS SURVIVED THE WORLD WAR II BATTLE OF TARAWA

Tents dot the sands and Quonset huts arch huge metal roofs on the white coral beaches of Betio, where United States Marines fought a bloody battle to wrest the atoll from the Japanese. Shell holes have been filled in to level the ground for an athletic field (background). Once a green jungle of tropic vegetation, the two-mile-long, half-mile-wide islet of Tarawa atoll is beginning to blossom again. It is seat of government of Britain's Gilbert and Ellice Islands Colony. On Bairiki, the next-door isle in the triangle of Tarawa, the government maintains the King George V school for boys.

Bosnia Again Yugoslavia's Defense Bastion

LIFE is rugged even in peacetime in the forested mountains of Bosnia. There, in what today is west central Yugoslavia, hardy hillmen are said to be buttressing a last-ditch redoubt for use if Soviet Russia's satellites descend on the country in an all-out attack.

With little Hercegovina on its south, Bosnia forms one of the six provinces—or "people's republics"—which make up the communist state officially known as the Federal People's Republic of Yugoslavia.

Natural Resources Offer Potential Wealth

Bosnia-Hercegovina is a 20,000-square-mile area, almost entirely covered with mountains, inhabited by 2,000,000 people. In these three features —size, topography, and population—it compares closely with West Virginia. But it is a poor land because the narrow valleys among its rocky highlands yield meager crops and because little has been done to develop its mineral and forest resources. Although Yugoslavia has deposits of many minerals, including iron, coal, copper, lead, and zinc, its only steel is made at Zenica from ore mined in Bosnia.

However, with its natural riches, the Bosnian region promises to rival West Virginia in eventual mining and lumbering activities. Swift mountain streams have been harnessed for hydroelectric power. Rivers provide sport as well, being a fishermen's paradise. It has been estimated that this area holds a fifth of the world's known bauxite, the crude ore from which aluminum is processed.

Oriental in Appearance

Sarajevo, capital and largest city of Bosnia-Hercegovina, is something of a manufacturing center, producing pottery, flour, carpets (illustration, next page), and silk. Its factories process the tobacco and sugar beets its farmers grow. Sarajevo made the first headlines of World War I. In June, 1914, Bosnian discontent led to the murder of the Archduke Franz Ferdinand, scion of the house which then ruled Bosnia as part of the Austro-Hungarian Empire. This was the spark which touched off the fires of the first modern world conflict.

Sarajevo now has a population of more than 120,000. It has been called "Europe's westernmost Oriental city." Although largely modernized after Austria took over in 1878, Sarajevo retains many traces of five centuries of Turkish rule. Slender minarets and the bulbous domes of many mosques give the city a half-Oriental appearance, varied by the Western architecture of a Roman Catholic cathedral and modern structures of its more recent rulers. A tenth of Yugoslavia's people are Moslems.

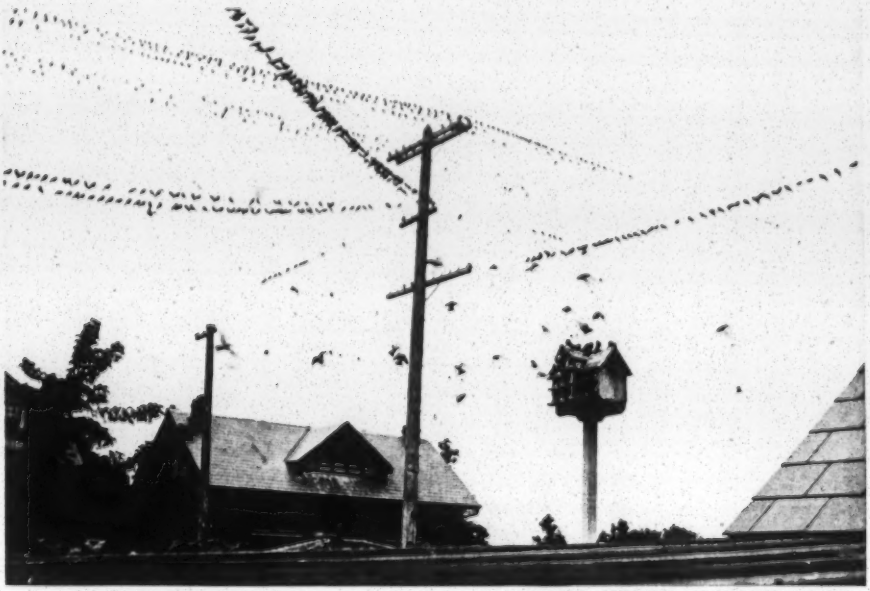
Bosnia-Hercegovina is the only one of Yugoslavia's six divisions whose border does not touch Hungary, Romania, Bulgaria, or Albania—all Balkan states dominated by Soviet Russia. In preparing the Bosnian stronghold for any emergency, Tito's strategists anticipate that any attack by these satellite countries—which lie principally to the east—might find history repeating itself in the World War II pattern.

Striking west and south from Bulgaria, Romania, and Austria, in

observations on bird migration. However, he accepted the incorrect theory that some birds hibernate during the winter months. This is a belief which persisted well into the 19th century.

An even more remarkable idea about the seasonal activity of birds was suggested in a pamphlet published in 1703 by "A Person of Learning and Piety," who is otherwise anonymous. This writer was firmly convinced that birds wintered on the moon. He believed that they accomplished this trifling hop of well over 200,000 miles in a mere 60 days or so, managing to get their necessary sleep in transit.

NOTE: For additional information, see "The Curlew's Secret," in the *National Geographic Magazine* for December, 1948; "Sea Bird Cities Off Audubon's Labrador," June, 1948; "Hummingbirds in Action," August, 1947; "Lundy, Treasure Island of Birds," May, 1947; "Birds of Timberline and Tundra," September, 1946*; "Sights and Sounds of the Winged World," June, 1945; "Touring for Birds with Microphone and Color Cameras," June, 1944*; "Birds on the Home Front," July, 1943; "Ambassadors of Good Will," June, 1942*; "Stalking Birds with a Color Camera," June, 1939*; "Shore Birds, Cranes, and Rails," August, 1937*; and "Bird Banding, the Telltale of Migratory Flight," January, 1928. (For many other bird articles, refer to the *Cumulative Index to the National Geographic Magazine* in your library.)



NATIONAL ASSOCIATION OF AUDUBON SOCIETIES

IN THIS MARTIN COMMUNITY, THE HOUSING SHORTAGE APPEARS TO BE ACUTE

Martins seem to like human society. They are quick to settle down in the little houses that bird enthusiasts place on poles and in trees. In the neighborhood of this spacious bird hostel, the housing situation seems to have got out of hand. Lines of prospective tenants form not only on the usual right, but left and crosswise, and crowds of the sociable birds will be left out in the cold. Failing to get a house, a martin will accept such a simple dwelling as a hollowed-out gourd.

GEOGRAPHIC MAPS—TIMELY AIDS TO EDUCATION

Classrooms need accurate, up-to-date maps for history interpretation and current events analysis. The National Geographic Society's many-color wall maps answer these needs. They cover the world. 50¢ apiece in U. S. and possessions; elsewhere 75¢. Four enlarged maps are $2.00 each in U. S. and possessions; elsewhere $2.25. Send for complete map list.

April, 1941, Hitler's mechanized juggernauts rolled over Yugoslavia's eastern plains and cities. In ten days' time the region, almost impossible to defend, had fallen to the Germans.

Two large guerrilla armies, however, soon materialized in the mountains. These fierce bands of fighters caused the Germans no end of trouble. Garrisoning this largest Balkan country became a drain on Axis strength. The infuriated invaders paid back the Bosnians by inflicting great damage on their towns and villages. Jajce, tucked away in the hills northwest of Sarajevo, was wartime headquarters of Tito, leader of the guerrilla "partisans." In this ancient seat of Bosnia's kings, slim minarets and the ruins of a massive fortress towering against pine-forested hills are contrasting relics of past conquests and invasions.

Bosnians have currently tightened their belts because a drought has sharply cut wheat and corn production. This crop failure caused a major crisis in Yugoslavia where even the normal food yield is barely adequate. Widespread suffering was averted only by arrival of American relief.

NOTE: Bosnia and Hercegovina may be located on the Society's map of Europe and the Near East.

For further information, see "Yugoslavia, Between East and West," in the *National Geographic Magazine* for February, 1951; "Kaleidoscopic Land of Europe's Youngest King," June, 1939*; and "Yugoslavia—Ten Years After," September, 1930.

EMIL MEZER

IN SARAJEVO, BOSNIAN CAPITAL, MOSLEM WOMEN WEAVE ORIENTAL RUGS

More than one-third of the inhabitants of this Yugoslav city are followers of Allah. Sarajevo's minarets and mosques, its kneelers facing Mecca, its black-veiled figures gliding through the market places, make it Europe's westernmost Oriental city. World War I flared when a Serbian patriot assassinated the Austrian Archduke Franz Ferdinand in Sarajevo on June 28, 1914.

TEACHERS! Do you leaf aimlessly through your *National Geographic Magazines*, looking for that article on Greece, those color pictures of Guatemalan costumes? Save time. Order the Cumulative Index, 1899-1949 inclusive. $2.50.